

The China Mail.

Established February, 1845.

Vol. XLII. No. 7533.

號八月十日七十八年一千一英

HONGKONG, SATURDAY, OCTOBER 8, 1887.

日二十一日八月亥丁

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

Prospectus.

LONDON.—E. ALAN, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE STREET & Co., 30, Cornhill. GORDON & GOTCH, Ludgate Circus, E.C. BATES & CO., 37, Walbrook, E.C. SAMUEL DEACON & CO., 150 & 154, Leadenhall Street, W. M. WILLS, 151, Cannon Street, E.C. PARIS AND BORDEAUX.—AMEDEE PRINCE & CO., 36, Rue Lafayette, Paris. NEW YORK.—ANDREW WIND, 21, Park Row. SAN FRANCISCO and American Ports generally.—BRAUN & BLACK, San Francisco. AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GODFREY & GOTCH, Melbourne and Sydney. CEYLON.—W. M. SMITH & CO., THE APOTHECARY CO., Colombo. SINGAPORE, STRAITS, &c.—SAYLOR & CO., Square, Singapore. C. HENSEN & CO., Co., Manila. CHINA.—MACAO, F. A. DE CHUI, Sastor, Quelch & Co., Amoy, N. MOULIN, Funchow, HEDDER & Co., Shanghai. LANE, CRAWFORD & CO., BID KELLY & WALTER, Yokohama, LANE, CRAWFORD & CO., and KELLY & CO.

Banks.

NOTICE.

RULES OF THE HONGKONG SAVINGS BANK.

1. The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours—on week-days, 10 to 3; Saturdays, 10 to 1. 2. Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year. 3. Depositors in the Savings' Bank having \$100 or more at their credit may at this option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest. 4. Interest at the rate of 34 per cent. per annum will be allowed to depositors on their daily balances. 5. Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

Correspondence as to the business of the Bank is marked *On Hongkong Savings' Bank Business* is forwarded free by the various British Post Offices in Hongkong and China. Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the
HONGKONG & SHANGHAI BANKING
CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, September 1, 1887. 754

HONGKONG & SHANGHAI BANKING
CORPORATION.

PAID-UP CAPITAL \$7,500,000
RESERVE FUND \$3,500,000
RESERVE LIABILITY OF PROPRIETORS \$7,500,000

COURT OF DIRECTORS.
Chairman—C. D. BOTTOMLEY, Esq.
Deputy Chairman—Hon. J. BELL IRVING.
W. H. F. DABY, Esq. Hon. A. P. MCKEEWEN.
H. L. DALEYMULE, S. C. MICHAELSEN,
Esq. Esq.
W. H. FORBES, Esq. J. S. MORSE, Esq.
H. HOPFUS, Esq. Hon. F. D. SASSON.

CHIEF MANAGER—THOMAS JACKSON, Esq.
MANAGER—EWEN CAMPBELL, Esq.
LONDON BANKERS—London and County
Bank.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Account at the rate
of 2 per cent. per annum on the daily
balance.

On Fixed Deposits—
For 3 months, 3 per cent. per annum.
6 " 4 per cent. " "
12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.
Bills granted on approved Securities,
and every description of Banking and
Exchange business transacted.
Drafts granted on London, and the
chief Commercial places in Europe, India,
Australia, America, China and Japan.

T. JACKSON,
Chief Manager.
Hongkong, September 20, 1887. 363

NOTICES OF FIRMS.

NOTICE.

THE PARTNERSHIP existing between
MR. KENNETH DOUGLAS ADAMS and
MR. JAMES LYON PLAYFAIR SANDERSON, at
Footscray, Carroll, Mexico and London, under
the Style of *BILLI & CO.* EXPIRED
on 28th February last through effusion of
time.

Referring to the above Notice, the BUSI-
NESS at Footscray is being carried on by
MR. JAMES LYON PLAYFAIR SANDERSON,
under the Style of *SANDERSON & CO.*
Footscray, September, 1887. 1835

NOTICE.

THE Undersigned are Sole Agents for
Hongkong and Manila for the Sale of
THE MONTSEERRAT LIME JUICE,
AND
THE MONTSEERRAT LIME JUICE
CORDIALS.

A. S. WATSON & CO., LTD.
Hongkong, May 3, 1887. 604

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THE Undersigned are Sole Agents for
Hongkong and Manila for the Sale of
THE MONTSEERRAT LIME JUICE,
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CORDIALS.

A. S. WATSON & CO., LTD.

Prospectus.

TRITON INSURANCE COMPANY,
LIMITED.
(Incorporated in Calcutta under the Indian
Companies' Act of 1882. Limiting the
Liability of Shareholders to the
Amount of their Shares.)

DATE OF FORMATION AS AN UNLIMITED
PARTNERSHIP, A.D. 1850.

NOMINAL CAPITAL, Rs. 22,50,000.

FIRST ISSUE 16,000 Shares of Rs. 100.

Rs. 25 being paid-up, viz.—

Rs. 5 on Application, and Rs. 20 on
Allotment.

APPLICATION FOR SHARES will be received
in Calcutta and London, and at the Branch
Agencies of the Old Company.

Consulting Committee:

E. S. GUBBAY, Esq., of Messrs. ELIAS
S. GUBBAY & CO.

J. E. D. EZRA, Esq., of Messrs. E. D. J.
EZRA & CO.

L. A. LYALL, Esq., of Messrs. LYALL,
MAHANAL & CO.

H. M. RUSTON, Esq., of
Sir A. WILDS, of Messrs. JARDINE,
SKINNER & CO. (Chairman).

General Agents:

Messrs. JARDINE, SKINNER & CO.,
CALCUTTA.

PROSPECTUS can be seen, and Appli-
cation Form for Shares obtained of Messrs.
JARDINE, MATHESON & CO., Hongkong.

JARDINE, MATHESON & CO.,
Agents.

Hongkong, September 20, 1887. 1910

Intimations.

WHEREAS Stories of Rabbits have recently
occurred, and Ownerless Dogs are
a great source of Danger to the Public.
Owners of Dogs are warned that any
Dog found straying or wandering about
during the day-time without an Owner,
and not wearing a COLLAR with the Name
and Address of the Owner inscribed thereon,
is liable to be DESTROYED; and further,
any Dog may be destroyed which shall be
found straying or wandering about between
the hours of 10 o'clock at night and sunrise
in the morning. (Ordinance No. 14 of
1845, § IV.)

As a general rule, Dogs seized under the
above provision will be detained for Three
Days at the expiration of which time they
will be destroyed. Should any Dog that
has been so seized, be claimed by his Owner, a Fee of Three Dollars will be
charged.

T. C. DEMPFSTER,
MAJOR,
Acting Captain Supt. of Police.

Hongkong, 6th October, 1887. 1955

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WHEREAS Stories of Rabbits have recently
occurred, and Ownerless Dogs are
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W. POWELL & CO.,
EX-GLENGARRY.

FIRST DELIVERIES OF
AUTUMN AND WINTER DRESS MATERIALS.

Prices from 15 Cents per Yard.

A SPLENDID ASSORTMENT OF

CHEAP BALL DRESS MATERIALS.

W. POWELL & CO.

VICTORIA EXCHANGE, September 20, 1887.
(TELEPHONE 21).

1907

NOTICE.

HER MOST GRACIOUS MAJESTY'S
JUBILEE.

IT having been decided to CELEBRATE
HER MAJESTY'S JUBILEE on
WEDNESDAY and THURSDAY, the 9th
and 10th November, all MEMBERS of the
COMMUNITY are invited to Co-operate with
the JUBILEE COMMITTEE by ILLUMINAT-
ING their OFFICES and PRIVATE RE-
SIDENCES.

By Order,

J. H. STEWART LOCKHART,
Honorary Secretary.

Hongkong, September 15, 1887. 1796

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To-day's Advertisements.

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OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
The Co.'s Steamship
Orestes,
Capt. HUTCHISON, will be
despatched as above to
MORROW, the 9th instant, at 11 a.m.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, October 8, 1887. 1946

FOR SHANGHAI.
The Steamship
Yungtsze,
Capt. T. W. STARLING,
will be despatched for the
above Port on MONDAY, the 10th Inst.,
at 4 p.m.

For Freight or Passage, apply to
SIMSEN & CO.,
Hongkong, October 8, 1887. 1965

UNION LINE.

FOR KOBE AND YOKOHAMA.
The Steamship
Hampshire,
Capt. KERSEWICH, will be
despatched for the above
Ports on TUESDAY, the 11th instant, at
4 p.m., instead of as previously advertised.

For Freight or Passage, apply to
RUSSELL & CO.,
Agents.

Hongkong, October 8, 1887. 1960

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship
Ajahn,
Capt. JACKSON, will be
despatched as above on
THURSDAY, the 13th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, October 8, 1887. 1968

NAVIGAZIONE GENERALE
ITALIANA
(FLORIO & RUBATTINO UNITED COMPANIES.)

STEAM FOR

SINGAPORE, PENANG & BOMBAY.

Having connection with Company's
Mail Steamers to

ADEN, SUEZ, PORT SAID, MESSINA, NAPLES (LEGHORN), AND GENOA.

Also to MARSEILLES, AL MIDEA, HANBAL, AFRAMAT, LEVANTINE and SOUTH AMERICAN PORTS, up to CASAJOA.

Taking CARGO at through rates to MADRAS, PERSIAN GULF and BAGDAD.

The Co.'s Steamship
Bormida.

Captain DAGNINO, will be
despatched as above on

SATURDAY, the 15th instant, at Noon.

At BOMBAY, the Steamers are discharging in PRINCE'S DOCKS.

For further Particulars regarding Freight and Passage, apply to

GAILLONTE & CO., Agents.

Hongkong, October 8, 1887. 1967

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE.

(Calling at PORT DARWIN, and taking through cargo to NEW ZEALAND, TASMANIA, &c.)

The Steamship
Tumadee,

Capt. H. CRAIG, will be
despatched for the above
Ports on MONDAY, the 37th instant, at

4 p.m.

For Freight or Passage, apply to

RUSSELL & CO., Agents.

Hongkong, October 8, 1887. 1966

FOR SAN FRANCISCO.

The 3/3 L.L. German Barque
C. MELLINGER, Master, will
load here and will have quick
despatch.

For Freight, apply to

MELCHERS & CO., Agents.

Hongkong, October 8, 1887. 1971

CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship ABYSSINIA, 3,651 Tons Register, MARSHAL Commander, will be despatched for VAN COUVER, B.C., via KOBE and YOKOHAMA, on THURSDAY, the 20th October, at 3 p.m.

To be followed by S.S. BATAVIA, on the 13th November.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fare granted as follows:—

To Vancouver Mar. 1860.00

To Victoria and San Francisco 175.00

For all common points in Canada and the United States 200.00

To Liverpool 300.00

To London 365.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Circular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until

4 p.m. on the 19th October.

All Parcels must be sent to our Office and should be marked to address in full, and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & CO., Agents.

Hongkong, October 8, 1887. 1970

POST OFFICE NOTICES.

MAILS will close:—

FOR NEW YORK VIA SUEZ CANAL.

The Steamship
Port Adair,
Capt. F. West, Commander,
will be despatched for the above Port on the 12th instant.

This Steamer has superior Passenger Accommodation.

For Freight or Passage, apply to

ADAMSON, BELL & CO., Agents.

Hongkong, October 8, 1887. 1972

CANTON INSURANCE OFFICE LIMITED.

NOTICE TO SHAREHOLDERS.

THE Sixth Ordinary General MEETING of SHAREHOLDERS will be held at the OFFICE of the Undersigned at 12 o'clock (noon) on SATURDAY, the 20th October instant.

The Transfer BOOKS of the Company will be CLOSED from the 15th to the 20th instant, both days inclusive.

JARDINE, MATHEWS & CO., General Agents.

CANTON INSURANCE OFFICE, LIMITED.

Hongkong, October 8, 1887. 1963

SHIPPING.

11 a.m.—Orestes leaves for London.

RELIGIOUS SERVICES:—

UNION CHURCH. Divine Worship, 11 a.m.; Rev. G. H. Bondfield, Service in Chinese, 2 p.m.; Rev. J. Chalmers, M.A., LL.D.

SEAFARERS' SERVICES.—The Services for Seamen which have been hitherto held in the Mission Church, Queen's Road, will be held in the future in Union Church. On Sunday and Friday evenings at 7.30. All Seamen are invited to attend.

GERMAN CHAPEL.—Service in the German language, by Rev. F. Hartmann, every Sunday, at half past ten A.M. in the Chapel of the Berlin Foundling House, West Point.

St. JOSEPH'S CHURCH, Garden Road.—St. Joseph's Service, 5.30 p.m. Evening Service. Benediction.

St. PETER'S SEAFARERS' CHURCH, Sailors Home.—Service every Sunday at 4 p.m. Holy Communion at 7.30 a.m. on the Second Sunday; and after the evening Service on the Fourth Sunday of each month. Service every Thursday at 6 p.m.

TEMPERANCE HALL, 7.30 p.m.—Undeclared International Meeting.

MEMOS. FOR TO-MORROW.

Shipping.

11 a.m.—Orestes leaves for London.

12 a.m.—Voluntary, Processional: Anointing on motor; Calkin; Veinte; Sacra; Palms; Crotch; Macfarren; Turle; & Turner; Te Deum; Monk; Benedictus; Barrow, M.S.; Anthem; "Mine eye look unto Thee."

Evening—Palme, Fymer, and Wallace; Cantab; Monk; Dots; Misericordia; Littleton; Anthem; "Turn thy face from my sins" No. 49; Hymn 370; voluntary, "Achieved is the glorious work" (Creation).

12 a.m.—"Psalms, Davy, Fymer and Wallace; Cantab; Monk; Dots; Misericordia; Littleton; Anthem; "Turn thy face from my sins" No. 49; Hymn 370; voluntary, "Achieved is the glorious work" (Creation).

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my communications with the Government. The great advantage of a general reclamation from the sea along the foreshores of the central and western districts of the City was first forced upon my mind in some unofficial discussions which I had with the Surveyor General on the subject of the Public Health Bill and the clauses relating to overcrowding in that Bill. There is no doubt that the Chinese-quarters of Victoria are today overcrowded, and in the course of some few years must become dangerously so, when we take into consideration the rapid increase of the population from year to year, and in view of this circumstance the Government had conceived a plan for large reclamations at Causeway Bay, and for the opening out of large building areas in that locality, and in order to induce the people to move westward, the Government proposed to connect Causeway Bay with the town by means of the street tramway. As a member of the Public Works Committee, this project naturally came before me and I was candidly critical that the propositions put before us by the Surveyor General did not commend themselves to my entire support, in consequence of the great distance of the proposed area from the centre of the City wherein the bulk of the Chinese population carry on their business avocation; to my mind this great distance appeared a fatal objection, for I foresaw that the working classes would with difficulty be induced to undertake twice a day a long journey to and from their homes, however cheap the train-fares. It occurred to me, on the other hand, that if a large-scale reclamation could be effected nearer the centre of the town, it would be of far greater practical benefit to the Colony, and that it would be far more likely to realize the wishes and objects of the Government. Whilst certain members of the Government agreed with me in these opinions, owing to the impossibility of obtaining anything like an adequate area of new building land and continue to do without intermission.

Mr H. J. Holmes, solicitor.—May I interrupt you for one moment. I understand that the last show of hands was by those not in favour of the scheme, and that the first was by those in favour of it.

The Chairman.—Well, those not in favour of the motion should have had a majority, but the present scheme is not so good as the one I have in mind, which will be a great deal better.

Mr Holmes.—Those men who are of opinion that this proposition should be carried will kindly signify the same by holding up their hands.

In response to this request a majority of the European lot-owners held up their hands and on the motion being put to the Chinese they also, by a majority, showed their approval of it. At the same time Mr Chater requested the European lot-owners and the public.

The Chairman.—Those men who are of opinion that this proposition should be carried will kindly signify the same by holding up their hands.

Mr Holmes.—In that case I held up my hands wrong. (Laughter.)

The Chairman.—Are you against, or in favour of the motion?

Mr Holmes.—Against.

The Chairman.—Well, those not in favour of the motion now hold up their hands?

Mr Holmes.—Mr Messo and Mr J. M. Macdonald held up their hands; and on the request being put in Chinese, one of the Chinese lot-owners held up his hand.

Mr Holmes.—The motion was accordingly declared carried.

Mr Holmes.—I represent the owner of Marine Lot 188 and the remaining portion of lot 189. I object because the scheme as it stands would be very much against my client's interests—in fact, entirely against his interests.

The Chairman.—We have not gone into the details yet. I have only asked the opinion of the gentlemen present on the general plan. We will come to the details afterwards.

Mr Holmes.—On the general plan, as it stands, I object.

The Chairman.—I may inform you that, in response to my invitation asking for suggestions from Marine Lot-Holders, I received four or five communications from European lot-holders and a set of resolutions from our Chinese friends. I think for the information of our European friends, I had better read out their resolutions.

Resolutions made by some of the Chinese principal Marine Lot-holders at a meeting held in the On To Insurance Office on the 11th September 1887.

1.—That the Crown rent of the land to be reclaimed shall bear the same rate as that of the existing marine lots and shall be apportioned according to the quantity of land to be reclaimed.

2.—That there shall be no deposit on account of the costs of reclamation. But the contractor shall be paid by instalments, and each marine lot-owner shall sign an agreement to contribute a proportionate part, and when any instalment becomes payable, such proportionate part to be fixed by the Surveyor General and paid by the marine lot-owners at one month's previous notice on the former's part.

3.—That the proposed tramway road shall be of 75 feet wide, but the other proposed new road, of 60 feet only, the land being too valuable to be dedicated to the public more than is necessary.

4.—That paragraphs 4 and 5 of Condition 8 in the letter from the Acting Colonial Secretary dated the 11th August last, relating to back-yards and windows, should be struck out.

5.—That the costs of the reclamation shall be estimated and the professional opinion of the Surveyor General to be considered in the scheme which the future uptake of the Praya becomes the care of the Government.

6.—That a new plan shall be drawn up and the land to be reclaimed, submitted to the Government for its approval.

7.—That the Government should compensate the marine lot-owners for the lands taken from them to make way for the proposed new roads.

8.—As the depths of the water along the foreshore may not be uniform, the marine lots shall be divided into several convenient sections, so that the cost of the reclamation may be apportioned and the marine lot-owners may contribute more or less according to which section their lands are comprised in.

The Chairman.—Continuing.—Besides this I received several other modifications and a few questions, all of which I have transmitted to the Government, but have not yet received a reply. I transmitted them under cover of a letter which I shall now read to you.

Hongkong, 6th October, 1886.
Hon. Mr. STEWART, L.L.D.,
Colonial Secretary.

Sir.—With reference to previous correspondence on the subject of the Praya Reclamation Project and in conformity with His Excellency the Acting Governor's desire that I should act in the capacity of intermediary or negotiator between the Government and the Marine Lot-holders, I have the honour to inform you that I duly invited the Marine Lot-holders views and opinions on the Government's conditions, and that the only questions and objections that have so far reached me from them are contained in the documents which I now beg to forward for the information of the Government.

Mr Holmes.—I will, with all things considered, speak for itself. Besides the fact of any pecuniary advantage which we may be likely to derive from this proposed new extension to our marine lots, there are other questions in connexion with so large an undertaking as this which it behoves us as landed proprietors to consider very carefully. Of these

questions the most important to my mind is—How will the opening of so large an expanse of new building land along the foreshores affect the actual residential areas along the Queen's Road, along the present Praya, which will remain island, and along the districts higher up the hill to the south of Queen's Road? I propose to give you my own ideas, and convictions on this point, arrived at after careful enquiry and very mature deliberation. To begin with, we must bear in mind the actual overcrowded condition of the city as stated by the Government, and

the enormous influx of population that is being attracted to our shores. You know, from the mainland of China, there is no doubt that we are overburdened to a serious extent, but the present overcrowding will be still more serious compared with the state of things that we shall have to face a few years hence unless some outlet is devised.

Mr Holmes.—Gentlemen, if there are no questions, I shall be glad to receive any suggestions or propositions from you. For your information I may tell you that all marine lot-holders can vote, or their attorneys, or the mortgagees of marine lot-holders in the absence of their attorneys.

Hon. J. Bell-Irving.—I beg to propose the following motion:—That whilst the marine lot-holders present do not yet accept the Government's terms, they may accept them, and put me to the test.

The Chairman.—Gentlemen, if there are no questions, I shall be glad to receive any suggestions or propositions from you.

Mr Holmes.—Gentlemen, if there are no questions, I shall be glad to receive any suggestions or propositions from you.

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